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INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY:

China

SUBJECT:

Railway Terms and Statistics/Lines from Harbin to
Chaho/Other Chinese Changchun Railway Data

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SUPPLEMENT TO REPORT:

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THIS IS UNEVALUATED INFORMATION

1. Chinese Communist definitions of railway terms are the same as those previously used in China. "Freight car turnaround time" refers to the time from which the car arrives to be loaded, then proceeds on its journey, until the end of unloading at destination. The longer the distance travelled, the larger the turnaround time, the greater profit to the railway. "Average length of haul" may be the total of distances travelled by loaded freight cars, divided by the number of cars. This average is taken for a certain time period, as 24 hours, one month, or six months. The time period depends upon the order given by the chief of railway. If the railway is not making sufficient profits, more frequent averages are requested. Meetings are then called to consider improvement of operations. "Tons carried" is net tonnage (weight of cargo), excluding tare (weight of car). "Tons hauled" is tare plus weight of cargo. "Tons originated" means total weight (cargo plus tare) from starting point, exclusive of dropping off or taking on of freight en route. "Ton-kilometers" stands for weight times distance, i.e. weight of cargo plus tare multiplied by kilometers.

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2. The phrase "rail bureaus" mean separate railways. the assumption is correct that each of the rail bureaus maintains for itself the statistics for the terms defined above. In regard to the manner in which national figures are derived average turnaround time is figured by totalling individual bureau figures and dividing by number of bureaus; the average length of haul figure takes in movement within the same bureau only; the national figures for tons carried, hauled, and originated are made up of the totals of the individual bureaus; and national figures for ton-kilometers are also probably merely the totals of the individual bureaus.

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4. The figure for load per loaded car stands for the actual net load. For example, a car with a capacity of 50 tons hauls only 20 tons. The 20 ton figure is reported to the home bureau.

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5. [redacted] The only railway manufacturing and/or repair plants in Harbin [redacted] were the two main railway repair shops of the Chinese Changchun Railway in Harbin. The main shop was in the Pristan district and the other was at San-k'o-shu. [redacted]

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6. The line of the Chinese Changchun Railway from Harbin southeast to Chuho and on to Suifenho was single track. [redacted]

[redacted] In 1945 the Soviets did make the single track Manchouli-Harbin, Harbin-Suifenho lines broad gauge. However, when the Soviet troops departed in about the winter of 1946-1947, the Soviets made the above two lines standard gauge again. This was done primarily because the Chinese Changchun Railway then switched over to the use of locomotives and railway cars of the South Manchuria Railway, which was standard gauge.

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7. The Chinese Changchun Railway had a block signal system, which enabled it to handle more trains. The system was installed by the Soviets. [redacted] certainly up to 1935 there was no such system. [redacted] at least by October 1945, and perhaps earlier, the block signal system was installed. [redacted] for railway training courses, a Soviet lecturer had to be obtained to talk on this system, as the local White Russians did not know its details.

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8. Outside of the block signal system, there were no particular improvements made in facilities of the Chinese Changchun Railway. However, in 1946, a system of four dispatchers was instituted, instead of one over-all dispatcher. There was one dispatcher each for the departments of locomotives, telegraph and telephone, traffic, and right of way.
9. In normal times there was one siding between stations on the railway. Second sidings, however, had already been built by 1918, but they were kept closed except for emergency use. A signal block system in a way decreases the need for sidings.

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